

FOR STREET CAR FENDERS

The Public Aroused Over the Two Recent Deaths.

ANOTHER CORONER'S VERDICT

Motorman Hendricks is Exonerated—The Law Against Children Playing About the Tracks—Companies Say They Have Good Fenders Under Consideration.

Motorman Hendricks, who was in charge of the Eckington car which killed Willie De Jarnette Sunday, was exonerated by the coroner's jury yesterday and the company freed from blame. The inquest was held at the Eckington power-house at 10 o'clock.

Mr. Hendricks was the first witness called. He testified that he had done all he could to avert the accident, and had stopped the car within twelve feet. The brakes were in good condition, and he was running, so he claimed, about five miles an hour. According to the testimony of the other witnesses the accident occurred as stated in THE TIMES. The boy jumped from the car going toward the Uni-

While the company and the motorman were exonerated by the coroner's jury, it is stated that the company run their cars at a very high rate of speed on the stretch of track between the power-house and the Soldiers' Home. It is the custom of the men when the cars are behind time to make the run from the power-house to the Soldiers' home as fast as possible.

The cars are sometimes, it is said, run so

ast on the stretch of track that they bound up and down, and the rate of speed some times reaches twenty miles an hour. The company runs a fairly good trolley line, but it does not include times enough men to work the cars properly. One of the motormen told a Times man that he had worked thirty-four hours at a stretch without sleep, and had to eat whenever he could.

The Washington and Annapolis trolley is charged, of the overhead trolley system, which is to storm the city. The Baltimore and Washington line has absorbed it, and will soon be running cars from Seventh street to the city and back.

These accidents of Saturday and Sunday seems to have aroused the public, and the street car companies will be closely watched in the future. It is the universal opinion of

The children, especially in the resident portion, are not closely enough watched. They use the streets too frequently for their play and they are too often seen derelict in their official duties in failing to enforce the following District regulation:

No minor child within this District not being a passenger shall be allowed upon the platform of any railroad, or upon any street car or any omnibus, street car or other vehicle drawn by horses, cable or electric power, and no minor child shall be permitted to transmit such call to ride or play upon the steps or platform of any such railroad car, omnibus, street car or other vehicle such as punishment, can be levied on such child, \$100 to \$500.

Major Moore, being interviewed in this matter, stated he knew of nothing further that would be done in the way of police regulations, as he thought the solution of the matter would be in the improvement of the sidewalks. He said that the sidewalks being so poor in contrast with the streets, leaving children seek the street in preference.

The question of the suitable fender for the street railroads has been agitated for some time and has been made a very serious question during the past forty-eight hours. The Western Electric Co. has been making plans and are giving it their full attention, and will continue to do so until they have found

The fender under consideration is made of aluminum netting fitted into a frame, which is attached to the ear platform underneath the floor and secured in its place by means of bolts. The netting is stretched, fastened firmly to the side of the car, securely upholding a sliding cross-bar, which slides backward and forward at a sufficient height above the track as to escape it, but not enough to render it impossible to get one's foot or ankle caught between such a body bar

President Hart, of the Washington and Georgetown line, when asked what he thought of this fender, said: "We have been trying for some time to get a suitable fender for our cars, and while we have been shown some very good ones, the trouble seems to be to find a way to adjust them so that they will meet an obstruction and throw it aside; but we hope this difficulty has been overcome by this new fender, which is the best we have so

President Stephenson, of the Metropolitan road, said: "This tender under consideration for our company covers everything that the old ones have lacked, and I think our people will adopt it."

ST. LOUIS, MO., March 12.—An unusually large crowd attended the races at the East St. Louis track to-day. In five out of the six races the finishes were closely drawn. The track was fast.

First race—Selling; five furlongs. Mahlen won; Tom Hood second, and Black Beauty third. Time, 1:07½.

Second race—Selling; eleven-sixteenths of a mile. Livingston won; Leadaway second, and My Partner third. Time, 1:13.

Third race.—One and three-sixteenths miles; Bling, Emblem won; Sam Bryant second, and Dora S., third. Time, 1:24.
Fourth race.—Selling; five furlongs. Knieker-cker won; Estelle F. second, and Russell third. Time, 1:08.
Fifth race.—Three furlongs. Pantoni won; Ilan Luis second, and Cynthia third. Time, 38.
Sixth race.—Selling; five furlongs. I. C. W. on Mr. Dunlap second, and Double Long third. Time, 1:07.

Favorites' Day at New Orleans.
NEW ORLEANS, March 19.—First race—
course \$200; selling; three-quarters of a mile
on forest, 7 to 5, won; Bob Neville second
and Little Fred third. Time, 1:26.

Second race—Purse \$200; selling; seven eighths of a mile. Verden, 3 to 1, won; Pear, second; and Sanford third. Time, 1.42½.
Third race—Purse, \$50; selling; five-eighths of a mile. Beattie, 9 to 10, first; Susie, second; and Scottish Belle third. Time, 10½.
Fourth race—Purse, \$300; handicap; six and one-half furlongs. Marie Lovell, 3 to 1, first; Borealis second; and Belle P. third. Time, 1.18½.
Fifth race—Purse, \$250, selling; five-eighths of a mile. Queen, 10 to 1, won; Bird, 7 to 10, first; Forest King second; and Belle of Springfield third. Time 1.47½.

Miners Accept the Cut.
PHILLIPSBURG CENTER, Pa., March 19.—Between 2,000 and 3,000 miners from this place and vicinity and nearby mining towns paraded the streets this afternoon. A mass-meeting was addressed by District President Bradley and several local leaders. The

speeches, save one, were conservative, and divided an acceptance of the reduction for the present. One of the speakers advocated the use of Winchester rifles in urging their demands, but his remarks were not indorsed. The reduction was accepted, but notice given the operators that the present rate would not be allowed to prevail any length of time without a direct vote of the district.

at a vigorous protest.